

TWELVE HUNDRED, 137 OF THEM AMERICANS, LOSE THEIR LIVES ON
LUSITANIA; BERLIN JOYOUS; WILSON DIRECTS AN INVESTIGATIONGATHER DEAD FROM SEA BY
HUNDREDS ALONG COAST AS
RELATIVES WEEP FOR NEWS

Various Craft Going to Assistance of Wrecked Ship Returning to Queenstown With Survivors and Corpses, Presenting a Tragic Spectacle, Soldiers and Sailors Joining in Relief Efforts.

ALL OF MORGUES AND HOSPITALS ARE FILLED

Scene as Big Liner Plunges Described as Beyond Words—Passengers Call Goodbye as They Enter Small Boats—Many Jump Into Water and Are Picked Up Clinging to Debris.

Queenstown, May 8.—The body of Charles Frohman, theatrical man of New York, has been recovered and is being embalmed.

The latest information indicates the death list of the Lusitania is 1,216 and survivors 703.

C. T. Jeffrey, automobile manufacturer, is among the saved.

The Cunard offices in New York announced there were 1,254 passengers and 665 crew, a total on board of 1,919. Hopes that the list saved might be materially increased were dashed by the British admiralty announcement that all but one of the rescue fleet had returned to Queenstown and there was little prospect of further survivors. Nevertheless, inquiries were made all along the Irish coast in hopes small craft might have picked up some victims of the tragedy. Of 290 first cabin passengers it is believed only 76 were saved. There is no word of Alfred Vanderbilt, Charles Frohman or other prominent men. The story of the Lusitania came in slowly, due partly to confusion at Queenstown, where most of the survivors landed. There is no definite information as to how many Americans had went down.

The American consul at Queenstown telegraphed the embassy at London that he had cabled to Washington a list of 43 Americans saved. He added: "There may be another dozen Americans not in touch with me. I also believe one tender load of survivors landed at Clonakilty. The survivors at Queenstown total 630. About 60 bodies have been unidentified."

ADVERTISEMENT REPEATED.

New York, May 8.—The warning advertisement placed by the German embassy in New York papers the morning of the Lusitania's sailing, reappeared today. It reminded travelers that Germany had declared a war zone about the British isles and warned that they would embark at their own risk on ships flying flags of the allies.

Queenstown, May 8.—Various craft that went out from here to aid the Lusitania returned during the night and early this morning. All brought survivors. At noon it was estimated here not more than six hundred were saved. There was no trace of Alfred Gwynn Vanderbilt or Charles Frohman. The latest rescue boats brought many corpses. The known dead here total 124, including many women.

Naval and military forces are rendering every assistance possible. Cunard officials provided lodging for the survivors and medical attention for the wounded. Queenstown never witnessed such scenes before. The dead were taken to morgues and numerous automobiles were pressed into service to convey the injured to hospitals. The less seriously hurt are helped ashore by sailors and soldiers. Few survivors able to walk are willing to remain in hotels. They haunt the docks waiting news of friends and relatives.

Stories of bewildered survivors are not entirely clear. It is noted, however, that all unite in praising the ship's officers. The scene as the big liner plunged is described as beyond words. Passengers called goodbye as they entered the boats. Others jumped into the sea and many were picked up clinging to wreckage.

London, May 8.—A dispatch from Copenhagen says: "Berlin newspapers print news of the sinking of the Lusitania in colossal type and hail the successful torpedoing of the vessel as a new triumph for Germany's naval policy. The general impression is England got what she deserved."

Washington, D. C., May 8.—American Consul Lauriat at Queenstown advised the state department today that 34 had been rescued from the Lusitania disaster out of a total of 2,149 aboard. Fifty-one Americans were listed out of 188 aboard. Alfred G. Vanderbilt and Charles Frohman are missing.

London, May 8.—Fifteen hundred women lost their lives, the British admiralty estimated when the Lusitania was torpedoed yesterday afternoon on the Irish coast. The known survivors number 628, while there were 2,169 on board when attacked. Of the 193 listed as missing, 11 at Clonakilty and 52 are reported aboard a

A. G. Vanderbilt



Still Among the Missing.

Queenstown can account for only 51 Americans saved out of 183 who were aboard. His roll does not include the names of Alfred G. Vanderbilt, Charles Frohman, Elbert Hubbard, Justice Miles Forman, the author, or Charles Klein, the playwright. A Cork dispatch says Vanderbilt went down. Herbert Stuart Stone, elder son of the general manager of the Associated Press, is another American passenger not accounted for. Young Stone was well known as the one time head of the book publishing firm of H. Stone company, and the founder and editor of the Chap Book and the House Beautiful, successful magazines.

Decline to Join Rush.

Of Americans aboard 186 were in the first cabin. Heavy loss among first cabin passengers is believed to have been due to the calmness and self-possession they displayed in the face of danger. Most of them were at luncheon when the steamer received the death blow and declined to join the rush for boats and lifebelts. They believed the Cunard would remain afloat until assistance could arrive. A considerable proportion of those at Queenstown are members of the crew, including Captain Turner, with the first and second officers. All others are believed to have perished. There is no evidence, however, that the time-honored rule of the sea, "Women and children first," was violated. To newspapermen Turner said there was no panic among the crew, the sailors acting promptly in getting passengers into the ship's boats. Apparently every precaution had been taken against a surprise attack by submarines.

If 45 persons reported brought into Queenstown were not included in the admiralty statement at 6 this morning the total record of survivors up to the present time is 703. A Cork dispatch says 45 more survivors landed at Queenstown on a drifter.

Called Outlaw Nation.

Ottawa, Ont., May 8.—Sir George Foster, acting premier of Canada, said: "This latest act stamps Germany as the outlaw nation of the Twentieth century to be viewed with suspicion, horror and righteous indignation by every well constituted civilized people. Thirty minutes' warning would have saved all."

EMBASSY REGRET
OVER LIVES LOST

Von Bernstorff Found at New York Hotel, But Guard Prevents His Being Seen.

Washington, D. C., May 8.—The British embassy has received no direct advice, as its government is giving out information to the press in London. At the German embassy it was said Count Von Bernstorff was expected to return late today.

That the Lusitania was considered a "franc tireur" of the sea by the German navy was stated in German diplomatic circles, where the general feeling was one of concern and regret that the destruction of the ship had been attended by loss of life. At other embassies comment was freely made on ominous reports of the past several days that the liner was marked for destruction.

New York, May 8.—Von Bernstorff, German ambassador, is at a hotel here. He left orders not to be disturbed. A guard was stationed at his suite.

Taft Is Distressed.

Milwaukee, Wis., May 8.—"The news this morning is most distressing," said former President Taft. "I am confident President Wilson will follow a wise patriotic course."

Dunne Urges Calm.

Springfield, Ill., May 8.—Governor Dunne issued a formal signed statement urging calmness in the face of the sinking of the Lusitania.

Turks are said to have been killed on the plains of Troy. What a howl of "atrocities" would be set up if any of them were treated as was Hector's body at Achilles' hands.

CREW COOL IN
ENDEAVOR TO
SAVE PEOPLE

Apparently Expecting Attack, Listing of Ship Fails to Cause a Panic.

FIVE MILES OFF SHORE

Many of the Survivors Landing at Queenstown Are Only Partly Glad.

London, May 8.—Captain Turner of the Lusitania stood at his post until the ship went down and was rescued three hours afterwards wearing a life belt, according to D. A. Thomas, a Welsh coal magnate.

Ernest Cowper, a Toronto newspaperman, who is among the survivors, declared when the ship was torpedoed there was no panic among the crew, but they went about getting passengers into boats in an efficient manner. "As we neared the coast of Ireland," Cowper said, "we all joined in the lookout for a possible attack by a submarine. I was chatting with a friend at the rail about 2 o'clock when I suddenly caught a glimpse of the conning tower of a submarine about one thousand yards away. I called my friend's attention and immediately we both saw the track of the torpedo followed almost instantly by an explosion. Portions of the shattered hull were sent flying into the air, then another torpedo struck and the ship began to list forward. The crew began to get passengers into boats in an orderly, prompt manner. Miss Helen Smith appealed to me to save her. I placed her in a boat and saw her safely away. I got into one of the last boats to leave. Some of the boats could not be launched, as the vessel was sinking.

"There was a large number of women and children in the second cabin. Forty of the children were less than a year old. A resident of Ardfield estimates the ship was five miles from shore when he heard the crash of a torpedo. Many of the survivors who landed at Queenstown were only partly clad, having cast aside as much of their clothing as possible when they donned lifebelts. Bertram Jenkins of New York helped two women into a boat which overturned as it reached the water. But later he saw one of the women, Miss Brandell, an opera singer, at Queenstown."

PHILADELPHIA ON
WAY TO ENGLAND

American Liner, With Full Cabins, to Travel Route Followed by the Lost Lusitania.

New York, May 8.—The American liner Philadelphia sailed for Liverpool today over the route traveled by the Lusitania and with full cabins and berths in staterooms at a premium.

Notwithstanding that the stars and stripes are at the liner's stern, Captain Mills will observe precautions when he reaches the war zone declared by Germany in British waters.

"Just what I propose to do," he said, "is known only to myself."

Six cancellations were recorded at the last minutes. The steamer carried 940 passengers and left behind 150 for whom there was no room.

THE WEATHER

Forecast Till 7 P. M. Tomorrow, for Rock Island, Davenport, Moline and Vinclity.

Generally fair tonight and Sunday, not much change in temperature.

Temperature at 7 a. m. 51. Highest yesterday 66. Lowest last night 51.

Velocity of wind at 7 a. m. 12 miles per hour.

Precipitation none.

Relative humidity at 7 p. m. 40, at 7 a. m. 79, at 1 p. m. 73.

Stage of water 6.8, no change in last 24 hours.

J. M. SHERIER, Local Forecaster.

ASTRONOMICAL EVENTS.

Evening stars: Mercury, Mars, Saturn. Morning stars: Jupiter, Venus.

The first magnitude white star, Procyon, seen near the southern extremity of the Milky way about 9 p. m.

Charles Frohman



Body Has Been Recovered.

NUMBER OF SHOTS
FIRED INTO BOAT

United States Naval Officers Say One Torpedo Would Not Have Been Enough.

Washington, D. C., May 8.—Naval officers here think the Lusitania probably was struck by more than one torpedo. The ship was so constructed, they say, that except under extraordinary conditions a single torpedo could not sink it.

Of the construction of the lost ship officials recall that at the time of the Titanic disaster engineers declared a similar accident to the Lusitania would have left the ship afloat and able to proceed under its own steam.

The Lusitania was a double skinned vessel, with many watertight subdivisions of its hold to the wing bulkhead installations that gave added protection. The vessel's coal bunkers lay outside these bulkheads, and it was pointed out that the most powerful torpedo known could not tear open enough compartments to send the ship to the bottom.

Navy officers predicted that an effect of the loss of the Lusitania would be a popular demand in England for energetic action by the fleet.

Some officials of the state department were inclined to credit reports that a German base for submarine raids had been established in some hidden cove, known only to the native smugglers on the Irish coast.

The torpedoing of the British super-dreadnaught Audacious off the Irish coast, generally supposed to have been the work of a German submarine; numerous raids on smaller craft in the same region, and now the sinking of the huge Lusitania, in the opinion of these officials, indicates clearly that the German underwater craft are working from some nearby point.

Navy officials, however, did not share this view. They pointed out that the Lusitania was struck at a distance, approximately, of less than 1,500 miles from the German coast. This would be easy cruising distance, it was said, for the newest American submarines.

Information has reached the navy department to the effect that German submarines have completely circumnavigated the British isles, making voyages of 5,000 or 6,000 miles. If this is true, and the report apparently was accepted at face value, the under water ambushade to which the Lusitania fell victim was comparatively a simple matter.

Germany is known to have put into commission a number of new submarine craft recently, and it was thought by navy officials that when the plan to sink the Lusitania was drawn up it was decided to send a dozen or more of these boats into the track which the ship's position at the time of the attack, it was said, the Lusitania followed its regular course on its last voyage.

CITY OF LIBAU IN
GERMAN CONTROL

Berlin, May 8.—Official: "The city of Libau has been captured by Germans. Sixteen hundred prisoners were taken at Libau."

Pursuit of the defeated Russians in west Galicia continues. A considerable force has been cut off. Consequently prisoners in the Galician arena since April should reach 70,000.

WASHINGTON ASKS BERLIN
TO FURNISH A FULL REPORT
ON TORPEDOING OF VESSEL

Ambassador Gerard, at German Capital, Instructed to Request Details From Government—Facts to Be Basis for Whatever Steps May Be Taken by United States—Wilson Deeply Affected.

SENATOR STONE URGES CALMNESS BY PUBLIC

Says Lusitania Was Ship of a Belligerent and That Americans Went Aboard Her Despite Warning That Their Lives Would Be Endangered on Voyage—Gulf-light Case More Delicate One for Nation.

Washington, D. C., May 8.—Shocked by the appalling tragedy of the Lusitania and possible loss of 137 American lives, President Wilson and his advisers are waiting for all the facts and for a crystallization of public opinion to aid in laying out the course the United States will pursue in the great international complication the administration has faced. Nowhere in administration circles is there a disposition to minimize the situation, but the president hopes the country will assume an examining attitude and reserve full judgment. The president and members of the cabinet are visibly depressed and persons who talked with them found them sick at heart. Notwithstanding warnings had been given it had been regarded as inconceivable by high officials that the threatened sinking actually would be carried out.

The fact that the Lusitania was flying the British flag and carrying contraband did not remove from the minds the thought that a hostile submarine destroyed the ship with full knowledge that hundreds of defenseless neutrals, including women and children, were aboard. Everywhere that aspect overshadowed the legal phases of the case. In many quarters it was thought probable representations to Germany would be general, covering all attacks on American vessels. It was pointed out that the case of the Gulflight, torpedoed without warning with loss of three Americans, might be made the basis for action by the United States government, but that the Lusitania tragedy, the death of Leon Thrasher on the British steamer Falaba and the attack by a German aviator on the American steamer Cushing, might be grouped as an indictment against Germany for failure to observe international law regarding non-combatants.

In official quarters and among diplomats, there was apprehension that the American people might not consider representations sufficient. A special session of congress has been talked of, but there has been no intimation of it as yet in any official quarter.

LINE MANAGER EXPRESSES SYMPATHY

Liverpool, May 8.—Alfred Booth, manager and director of the Cunard company, made this statement: "I desire to send my heartfelt sympathy, wherein all Cunard directors and managers join, to the relatives and friends of Americans murdered by a German submarine. I am certain the whole civilized world is as one in grief for the sorrow and sufferings caused and in loathing for the treacherous attack on innocent lives, so many of whom were women and children. Every possible step is being taken to relieve the immediate wants of survivors at Queenstown after their terrible experience."

Amsterdam, May 8.—"The torpedoing of the Lusitania," says the Telegraaf "was a deliberate reproduction of the Titanic disaster. It no longer is outrageous; it has become fiendish. Does there still exist something like conscience among neutrals?"

London, May 8.—The British government made the following announcement: "The statement appearing in some papers that the Lusitania was armed is wholly false."

Washington, D. C., May 8.—The United States today will direct Ambassador Gerard to make inquiry of the German government for its report of the facts concerning the sinking of the Lusitania. The ambassador will be instructed to make his preliminary inquiry as the basis for whatever steps may eventually be taken. High officials privately said the situation was very grave. The president was profoundly affected by news of the loss of life on the Lusitania. Wilson, as is his custom Saturdays, went to the golf links, leaving word that any important details received be sent him immediately.

Chairman Stone of the senate foreign relations committee made this statement: "The tragedy, of course, is profoundly to be regretted. If reports of loss of life are true, the sympathies of the civilized world will be deeply stirred. But for us, it seems to me good sense dictates we keep our heads until we get our bearings. It is a bad time to get rattled and act impulsively. Don't rock the boat. Without expressing an opinion as to our relations to this event, or our duty in the premises, there are some facts we cannot overlook, and are bound to consider. We cannot overlook the fact the Lusitania was a British ship and subject at any time to be put into actual naval service of the government. Indeed it is stated that at the time she was attacked she was carrying military reservists to England. True, there were American citizens aboard, but it must not be forgotten they went aboard a belligerent ship with full knowledge of the risk and after official warning by the German government. When on board a British vessel they were on British soil, and was their position not substantially equivalent to being within the walls of a fortified city? Aside from possible loss of American lives, let us ask ourselves just where we come in. At the present moment, and with the light now before me, I confess it appears to me that from the standpoint of neutral nations the Gulflight presents more delicate and serious complications than the Lusitania."

Senator Lodge said the sinking of a passenger ship even of a belligerent, without giving passengers opportunity to leave, he thought a new thing in warfare.